

Owned and published daily by The Tribune Association.  
New York corporation. Office: 100 N. York St., New York.  
H. A. Hays, President; Richard H. White, Secretary.  
P. A. Burt, Treasurer. Address: Tribune Building, 150  
Nassau Street, New York. Telephone: Beckman 3000.

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### Mr. Wilson's Sophistries.

Fluidity of mind and fluency of speech  
are two of President Wilson's greatest  
failings as a statesman. They have led  
him into the fatal habit of improvisation—  
of taking snap judgments on matters of  
the gravest importance and of throwing  
off facile phrases, ignoring what he has  
said or done in the past and committing  
himself to things which he has no idea of  
doing in the future.

These two unfortunate qualities have  
been responsible for the waverings and  
contradictions in the President's European  
policy and in his Mexican policy. They  
have lain at the root of his many reversals  
of attitude on the issue of military pre-  
paredness. They are responsible in large  
part for the sophistry of most of his  
speeches—for his resort to flimsy misrep-  
resentations when hard pressed to defend  
his diplomatic and legislative blunders.

In his last two addresses he has strik-  
ingly illustrated the loose thinking and  
reckless talking which have discredited  
him as a political leader. On Saturday at  
Shadow Lawn he repeated the old mis-  
statement that the law with which he and  
Congress purchased peace from the four  
railroad brotherhoods was an "eight-hour"  
law. The dispute between the trainmen  
and the railroads was not, in his opinion,  
arbitrable, he insisted once more, because  
it involved the principle of the eight-hour  
day.

Everybody who has read intelligently  
the law which Congress passed, and which  
the President signed, knows better than  
that. The Tribune and every other well  
informed newspaper in the United States  
has shown from the very beginning that  
the eight-hour principle was not involved  
in the legislation thrown as a bribe to the  
brotherhoods.

Mr. Hughes said at Dayton, Ohio, on  
Monday: "No one in this controversy has  
any idea of establishing an eight-hour  
work day. . . . I protest against any  
endeavor to confuse the thought of Amer-  
ica by talking about an eight-hour work  
day, when nothing of the sort has been  
enacted, nothing of the sort proposed, and  
the only thing enacted was a change in  
the schedule of wages."

That is an absolutely accurate and judi-  
cial interpretation of the effect and pur-  
pose of the Adamson law. What are the  
tests of an eight-hour day? There are  
two. If the eight-hour principle is strictly  
applied no work in excess of eight hours  
in any day is permitted. If it is more  
liberally applied, a charge is made for  
overtime which is materially higher per  
hour than the regular hour rate. That ex-  
cess charge is properly imposed in order to  
deter employers from working employees  
more than eight hours.

Mr. Wilson himself showed some appre-  
ciation of the real meaning of the eight-  
hour day when, stating the contentions of  
the brotherhoods, he said at Shadow Lawn:  
"I learned that the men demanded an  
eight-hour day, and that in order to make  
the eight-hour day work they demanded  
that the railroads pay them one-half more  
overtime than they paid them for the time  
in the regular day, the men alleging that  
that was the only way in which they could  
obtain a genuine eight-hour day."

But the Adamson law does not meet  
either of the above tests. It does not re-  
strict work on any day to eight hours or  
less. It permits overtime work and does  
not provide a higher hour rate of pay for  
that overtime work. It says distinctly that  
"for all necessary time in excess of eight  
hours such employees shall be paid at a  
rate not less than a pro rata for such  
standard eight-hour day."

The brotherhoods accepted the mislabeled  
"eight-hour" law because it raised their  
wages. It gave them for eight hours  
work what they had been getting for  
ten hours' work. If a trainman was  
getting \$4 a day, his compensation per  
hour was raised from 40 cents to 50 cents.  
For overtime he would get 50 cents in-  
stead of 40 cents an hour—and he ex-  
pected to work frequently overtime. It  
was a wage increase proposition pure and  
simple.

Yet Mr. Wilson continues to say in the  
face of these plain facts that the "eight-  
hour" principle was involved and that in  
his opinion the dispute between the men  
and the railroads was consequently not  
"arbitrable."

At Baltimore on Monday the President  
descended to a similar misrepresentation  
in regard to the effect of the govern-  
ment ship ownership law. He said that the  
country needed "delivery wagons" to carry  
American goods over new sea routes to  
South America and that the shipping bill  
provided such "delivery wagons." "We  
will carry your goods one way (to South  
America), when we have to come back  
empty the other way and lose money on  
the voyage, and when there are cargoes  
both ways and it is profitable to carry

them we shall not insist upon carrying  
them any longer."

If the ship purchase bill had aimed sim-  
ply at establishing new South American  
sea routes it would have gone through  
Congress with a rush two years ago. But  
its promoters steadily refused to limit its  
operation to the South American trade.  
They wanted to put the government into  
the deep sea freight business to all parts  
of the world, Europe included. In the  
later drafts of the bill government owned  
ships were also to be admitted into the  
American coastwise trade.

Secretary McAdoo wanted to have an  
absolutely free hand in operating a gov-  
ernment controlled merchant marine. He  
did not purpose being merely a pioneer  
in opening new South American lines,  
which private enterprise had never had  
the courage to establish. His intention  
was to invade, as well, the fields in which  
private enterprise had developed routes  
and already furnished transportation  
facilities.

The shipping bill which Congress passed  
recently was not as bad a bill as the one  
which failed in the Senate last March. But  
it still represents a grave blunder in gov-  
ernment policy, a waste of government  
funds and an unnecessary effort to stimu-  
late an industry which has been already  
stimulated beyond imagination by the re-  
sults of the war.

The Baltimore speech is as clear a mis-  
representation of the ideas behind the ship  
purchase bill as the Shadow Lawn speech  
is of the ideas which triumphed in the  
passage of the "eight-hour" law. Both  
disclose the habit of evasive and mislead-  
ing statement to which Mr. Wilson is so  
conspicuously a victim.

### Zeppelin Prisoners and Victims.

The successful manner in which the last  
two air raids on London have been dealt  
with will probably silence a demand which  
would otherwise almost certainly have been  
made by excitable people for exceptional  
treatment of the airmen captured in Essex.  
It will be remembered that after one of the  
earliest raids on the English coast a cor-  
oner's jury found a verdict of wilful mur-  
der against those concerned in it, and  
foolish and futile as reprisals generally  
are, the popular outcry was so loud in the  
days of unlimited submarine slaughter  
that the government weakly submitted to  
it and dealt with the officers of U-boats  
as if they were not regular prisoners of war.

Even after the first airship was brought  
down in England, three weeks ago, there  
were some who would have denied the rite  
of Christian sepulture to those who per-  
ished in her, and at the funeral one ex-  
cited woman was with difficulty restrained  
from pelting the coffin of the commander  
with eggs.

The prisoners taken on Sunday will  
doubtless be treated after the manner of  
other prisoners of war, and it has already  
been announced that the bodies of the men  
who fell in the second airship are to be  
disposed of in the same manner as the  
commander and crew of L-21. This means  
an orderly Christian burial, but with  
slightly maimed rites. For some modifica-  
tions were introduced on the former oc-  
casion, presumably with the approval of  
the Bishop concerned in determining the  
form of the service. The modifications  
seemed to suggest in a delicate manner  
some doubt about the future prospects of  
the dead.

In the prayer beginning "Forasmuch as  
it hath pleased Almighty God," there was  
nothing about "looking for the general  
Resurrection in the last day, and the life  
of the world to come"; moreover, that pas-  
sage was omitted which teaches that "the  
corruptible bodies of those who sleep in  
Him shall be changed, and made like unto  
His own glorious body." The body of the  
commander was committed simply "in the  
sure and certain hope of the resurrection  
of the dead, and of the day of judgment."  
—a circumstance apparently implying a  
lively consciousness that he had been con-  
cerned in a grievous and notorious crime.

### Understood Too Well.

It is manifest that, in spite of the  
frantic efforts of some union leaders, to-  
day will see nothing resembling the much-  
heralded "general strike" in sympathy  
with the street car strikers. Certain  
unions have voted to suspend work;  
certain governing boards of others have  
recommended the sympathetic strike. The  
occurrence of the Jewish holidays at this  
time will mean a cessation of work by  
many men and women in many trades.  
But, so far as the most discerning can see,  
there is no likelihood that industry will  
be paralyzed, or even seriously hampered,  
on the day set for the great demonstration.

The most recent estimate of those behind  
the wicked project is that 40 per cent of  
the unionized workers of the city will walk  
out at the beginning of the general strike.  
Even that estimate must be taken with a  
grain of salt, for as it is from the "com-  
plete tie-up" which was threatened at first,  
it is explained now that while unions may  
go on strike, many individual workers may  
insist on earning their daily bread, owing  
to special conditions operating in their  
cases. Moreover, the general strike is so  
big a thing, according to Messrs. Bohm  
and Fitzgerald, its prime instigators, that  
labor can't grasp it in its entirety at one  
swoop. It must be seen to be appreciated,  
and, having been seen, will be sure to grow.

The trouble with that line of reasoning  
is that the meaning of the general sym-  
pathy strike is understood too well—  
understood by the bulk of the union mem-  
bers and understood by the community at  
large. That is the reason why there is so  
little enthusiasm for it among the hard-  
working unionists, as contrasted with their  
leaders, who flourish in time of stress.

Most unionists understand that the  
street car strike is lost, and recognize that  
it should have been lost, because the  
strikers violated their arbitration agree-  
ment. They understand also that in any  
general strike they must suffer along with

the rest of the community. They know  
that a strike which was really general  
would be wholly unjustifiable, committing  
all unions to support one which had for-  
sworn itself. And they have grasped the  
idea that a threatened general uprising  
of labor which proved to be merely a flash  
in the pan, an accelerated demonstration  
by leaders and an opportunity for malcon-  
duct to raise disturbances, would be  
ludicrous as well as lamentable.

The community has faced this threat of  
a general strike with equanimity, because  
it realizes that before and beyond being a  
member of a labor union the laboring man  
is a human being. It is not in human  
nature to do deliberately, after plenty of  
time for reflection, that which will injure  
one's self and one's family, not only in the  
present instance, but in the long run.

If successful, the general strike would  
be one of the most vicious and indefensible  
exhibitions of arbitrary, anti-social uses  
of power the labor world could produce.  
Its effects would damage labor and labor  
unionism to an incalculable degree. The  
average unionist is intelligent enough to  
understand this quite as well as his em-  
ployer. That is why the strike will be  
neither general nor successful.

### The Public a Gainer.

An administrative achievement of no  
small importance is announced by Com-  
missioner Kracke of the Department of  
Plant and Structures, who has charge of  
the municipal garage. In the first six  
months of this year he has saved the city,  
he figures, about \$50,000 in the cost of au-  
tomobile service, which is a cut of 50 per  
cent in the expense of such service in the  
departments directly under the control of  
the Mayor. Moreover, the service was in-  
creased from 51,565 hours to 54,663 hours  
at the reduced cost.

Quite as important as the dollars and  
cents element is the fact that a system has  
been installed which puts an effectual  
check to the joyriding habit at public ex-  
pense. Cars are obtained from the mu-  
nicipal garage on requisition. Records of  
the trips are kept, including the dis-  
tance, time, stops, number of persons in  
the party, and the like. The user of the  
car, when through with it, signs a chauff-  
eur's service slip, which becomes part of  
the records, open to official inspection.

It is highly probable that this feature  
of the system has been responsible for a  
material part of the saving shown by the  
Commissioner. When public cars are not  
taken for private trips to baseball fields or  
officials' summer homes, they can roll up  
the total of legitimate service for the city  
or, if not used, save operating costs.  
Either way the public is the gainer.

### Gum-Chewing Abroad.

One of the minor horrors of war la-  
mented by the conservative sort in Eng-  
land is the introduction of gum-chewing.  
It is not known why the habit has sud-  
denly gained in popularity, the population  
having hitherto resisted all efforts to force  
it on them. The Canadian soldiers are  
suspected of setting the fashion. Yet, "I  
am assured," says one authority, "that  
they have nothing to do with it." He  
points, however, to "the soldier's theory  
that it steadies the nerves."

But whatever the cause, there is no  
doubt about the fact: the leading manu-  
facturers have figures to show that in half  
a year their monthly sales have risen from  
3,000,000 to 20,000,000 bars, and gum is  
now issued as an army ration. If the  
habit is allowed to gain a secure footing  
in the army it is certain sooner or later  
to be taken up by the civilian population,  
and, indeed, it is said to be well estab-  
lished already among munition workers.

Censors of manners are profoundly de-  
pressed at the spectacle, but one old-fash-  
ioned upholder of the Anglo-Saxon tradi-  
tion professes to find comfort in the assur-  
ance that a new link has been forged in  
the community of ideas that bind his coun-  
trymen to their "cousins across the water."

### D'Annunzio's Industry.

(From The Philadelphia Public Ledger.)  
The war has done much to restore Gabriele  
D'Annunzio to the degree of royal and popu-  
lar favor he enjoyed in Italy before he came  
to be regarded as epicure and esthetic in-  
carnate, a word-monger of fastidious elegance  
in the apposition of the parts of speech, but  
otherwise a creature of lazy luxury and ruth-  
less self-indulgence. The writer, who was  
born in 1864, is beyond the military age, but  
his addresses and his poems have wrought  
on the public mind of Italy with an in-  
spiring effect like that of the songs of  
Tyrtæus among the Spartans. But a brief  
and graceful page of autobiography styled  
"Confessions," which D'Annunzio has sent to  
"The Westminster Gazette," will help to dis-  
pel the impression of sybaritic effete-ness  
which is all the picture that many Western  
readers have framed to themselves of the  
author of "The Trionfo della Morte" and the  
"Ultima Morta."

He says that the latter work was one of  
several written while he dwelt in a bar-  
ricaded convent room, working eighteen hours  
out of the twenty-four, "at a desk, like a Ben-  
edictine monk, always standing." He read and  
minutely annotated endless volumes of the  
classics; he conned the vocabularies of arts  
and professions; he learned to follow not  
merely the idiom of speech, but the fashion  
of thought of the folklore and folklife of by-  
gone dusty centuries. He quaintly explains  
that his "material" is "twenty thousand sheets  
of thick paper, manufactured expressly for  
me with the motto 'Per non dormire,' a great  
quantity of ink and five hundred quill pens,  
collected with great difficulty." Even be-  
tween the lines, since these alone might pre-  
sent a deceptive autograph, it is hard to  
discern the lineaments of an incorrigible  
idler.

### "Safety First" in England.

(From The Times of London.)  
The Great Western Railway, as part of its  
"safety" movement for the prevention of ac-  
cidents to its employees, has issued a token  
which it is hoped will remind railway ser-  
vants to think before taking action. The  
token, which is of brass and the size of a  
penny, bears the words, "In every action ask  
yourself, 'Is it safe?'" This will disclose un-  
seen dangers, inspire forethought, induce  
care and prevent accidents." On the reverse  
side of the token is the inscription, "A charm  
against accidents. 'Is it safe?'"

### SECTIONAL CONTROL.

#### How the Solid South Dominates the Whole Country Politically.

To the Editor of The Tribune.

Sir: Your recent editorial on "sectional  
control" of this country, whereby a small  
minority absolutely controls the large ma-  
jority through Congress, meet the approval  
of many readers. From a manufacturer's  
standpoint I am impelled to observe that the  
relative commercial importance of every part  
of this country is shown by the income taxes  
paid into the Federal treasury according to  
the last report of the Internal Revenue Com-  
missioner (page 12), for the year ending June  
30, 1916, which I have before me. This rule  
of measurement is as certain as that three  
feet make a yard or sixteen ounces a pound.

There are thirteen states known as the  
"Solid South," because for more than half a  
century they have been solidly united for free  
trade (free labor), and other untenable finan-  
cial theories. These states are Alabama,  
Arizona, Arkansas, Florida, Georgia, Louisi-  
ana, Mississippi, North Carolina, Oklahoma,  
South Carolina, Tennessee, Texas and Vir-  
ginia.

A brief analysis of this official report of the  
income tax paid shows these thirteen states as  
a whole paid a total of \$7,046,889.85. The  
State of New York alone for the same period  
paid \$15,200,057.85, or over six and a half  
times as much as the whole "Solid South." The  
State of Pennsylvania paid \$12,102,434.30.  
Then comes Illinois, over one and a half  
times as much, and Ohio, Massachusetts, etc.

Thirteen states north of Mason and Dixon's  
line, largely of the manufacturing district  
of the country, show a total income tax paid  
of \$102,540,375.43 during the same period—  
or more than fourteen times as much as the  
"Solid South" paid. Yet, since March 4, 1913,  
this Southern section of the nation, through  
a political partisan unit called a "party  
caucus," absolutely dominated, commanded  
and dictated the policy of the Congress of the  
whole country, some parts hundreds of miles  
distant, where conditions are entirely dif-  
ferent.

Consider the relative number of people in  
these sections. In the thirteen states men-  
tioned there is only 23 per cent of the popu-  
lation, while in the remainder of the country  
there is 77 per cent. Educationally, the same  
general relative difference between the sections  
will hold out.

These thirteen states have no manufactur-  
ing to speak of, and their people cannot be  
grounded with knowledge or sympathy for  
the requirements of the manufacturing dis-  
tricts north of the Ohio River and New Eng-  
land. In this Southern section the President  
was born and educated; nearly every mem-  
ber of his Cabinet is the same. The chairmen  
of the leading committees of Congress are  
60 per cent of their membership are from  
this section.

"Sectional control" is the true definition  
of the situation. This term cannot be applied to  
any part of the remainder of the country, be-  
cause no other part is or has been a unit on  
any political theory for any considerable  
length of time. The safeguard of the whole  
people is full representation, which was in-  
tended by the highest law, the Constitution.  
A local (solid unit) minority section of the  
country through the dangerous "party causus"  
rule nullifies this representative rule of the  
people.

The manufacturing portion of this country  
is the most important in both capital and  
labor, and with agriculture forms the great  
basis of wealth. These should be and are  
powerful elements to protect themselves when  
aroused, but they were asleep at the switch  
four years ago when the power of Congress  
was wrested from them. Let them now  
awake and every loyal person of the ma-  
jority work and vote for candidates of the  
party which best represents their interests  
and the interests of the whole country, re-  
gardless of party name.

I deem it a high duty of citizenship that  
every manufacturer in an educational way  
inform those who have money invested  
(stockholders) and those who are dependent  
upon their employment (labor) of all facts  
about the political parties and their candi-  
dates that they may be prepared to vote with  
the party which will best serve the whole  
people and protect American industries.

JESSE E. LA DOW.  
Mansfield, Ohio, Sept. 23, 1916.

### Indemnity Overlooked.

To the Editor of The Tribune.  
Sir: Professor Morris Julius Bonn in his  
war finance articles published in The  
Tribune, argues at great length to make it  
appear that the known artificial condition of  
Germany's finances is sound and good, while  
the financial condition of England, France  
and Russia is unsound and bad.

His misstatements of facts are too nume-  
rous to mention, especially as to the financial  
affairs between England and Germany.  
There is one matter, however, which the  
Herr Professor has entirely overlooked in  
his calculations, and that is the enormous in-  
debt which Germany will be compelled to  
pay when the war ends. I venture to esti-  
mate it will take the German people one  
hundred years to pay off that indemnity.

Germany has deluged the European world  
with blood and ruin, and the Professor  
Bonn or anybody else thinks Germany is  
going to get off scot free—going to shake  
hands and say "we did not mean to do it"—  
he is mistaken.

### AMERICAN TRAVELLER.

New York, Sept. 18, 1916.

### What Many Would Like to Say.

To the Editor of The Tribune.  
Sir: Your leading editorial of September 22  
must, in my opinion, make a deep and lasting  
impression on all those who read it. It says for  
us what we would like to say and have printed  
and spread to every home in the land where  
same people reside. Two paragraphs seem to  
stand out from the rest, and we thank you  
for their conciseness and vigor.

"German 'barbarism' has dug a gulf be-  
tween the two great and ancient peoples of  
civilized mankind. Millions of men for the rest  
of their lifetime will feel toward the German  
as most of mankind feels toward a snake."  
And: "He has only aroused the world as it  
has not been roused since the first light of  
the modern era dispelled the darkness that  
lay behind the confused annals of barbarian  
inroads."

It is hardly possible to sum up the case  
in any better chosen words than these, and  
we hope that they may sink deeply in the  
hearts and minds of all upon whose future  
they so directly bear.

W. CUMMINGS.  
New York, Sept. 23, 1916.

### The Derivation of "Anzac."

To the Editor of The Tribune.

Sir: The word "Anzac," as applied to col-  
onial troops of the British Empire, is not com-  
posed of the initials of the words "Aus-  
tralian and New Zealand Army Corps," as is  
commonly believed and as was explained in  
your issue of the 20th inst. An army corps  
is a military unit which does not vary greatly  
in numerical strength. The Australian and  
New Zealand contingents amount to several  
army corps. The word "Anzac" is composed  
of the initials of the names of the major  
British colonial possessions—Australia, New  
Zealand, Africa, Canada—and is applied in-  
discriminately to the troops from these parts  
of the Empire.

ROLAND PALMEDO.  
Lake Placid, N. Y., Sept. 20, 1916.

### ANOTHER LEAK.



### UNIVERSAL SERVICE THE BASIS

Without It Many Problems Confronting This Country Cannot Be Solved—  
No Nation Can Survive Whose Citizens Are Unwilling to Subordinate  
Themselves to Their Duty to the Government, to Serve for Its Defense.

To the Editor of The Tribune.

Sir: The remarkable number of votes cast  
for Mr. Robert Bacon, especially in view of his  
belated entry in the race for the Senatorial  
nomination, is most encouraging to the ad-  
vocates of clean political methods and  
straight from the shoulder principles.

His was the cleanest cut platform and cam-  
paign that American politics has witnessed  
in a generation and cannot fail to leave a  
wholesome and lasting impression on the  
masses of voters who study with intelligence  
the drift of events and read the signs of the  
times.

That Mr. Bacon's ideas are sound and his  
advocacy of universal service is the basic  
solution of many of the nation's future prob-  
lems cannot be doubted, and great will be  
the loss to this commonwealth and to the na-  
tion at large that so straightforward and patriotic  
a standard bearer will not be a member of  
the next Congress.

In the light of events which the European  
conflict is bringing forth, and especially in  
view of the superhuman efforts which Great  
Britain has made to preserve her freedom  
and civilization, largely caused by the refusal  
of her people to do military duty in the past  
and to a weak and vacillating government,  
how can the thinking citizens of this country  
fail to see the similarity of their own posi-  
tion and their utter weakness and helplessness  
or hesitate a moment to take immediate  
steps to avert the dangers which threaten  
them both at home and abroad? History  
clearly shows us that only those nations have  
survived or maintained their integrity and  
civilization whose citizens have been willing  
to do military service and subordinate them-  
selves to the authority of their government.

Greece, with her glorious past, heeded not  
the voice of her Demosthenes urging her  
citizens to "stand in the ranks" and to do  
their duty, and her independence and civiliza-  
tion became but a memory.  
England had her warnings from her states-  
men and soldiers and brushed them aside as  
being but the vapors of the alarmists or the  
pleas of the agents of the munitions com-  
panies and lulled herself to sleep in the  
belief that so long as a two-power standard  
fleet could be maintained and the balance of  
power held her place in the centre of the sun  
was secure beyond all peradventure. But like  
a bolt from the blue the storm broke, and with  
it came panic and consternation to the world  
and to England, who, but for her great  
navy, heroic little Belgium and noble France,  
where universal service has prevailed for  
generations, would have lost her power and  
independence. With them would have van-  
ished the Anglo-Saxon civilization—the very  
foundation on which the American govern-  
ment rests.

Our condition is far worse than England's.  
—we have no army and no military organiza-  
tion worthy of the name, no national air  
unit, and our navy, which is but a bad fourth  
is dominated by a Secretary whose policy  
stands for all that is inefficient and destruc-  
tive of its morale and of the making of a  
fighting force—it has degenerated into a  
school for the study of English and arith-  
metic and the theory of equality and the  
brotherhood of man.

The recent army bill federalizing the Na-  
tional Guard is but a miserable substitute  
and makeshift for the creating of a real army  
and is proving an utter failure.  
The volunteer system is a crime against the  
patriotic young manhood of the nation and  
should be abolished. Under this wretched  
system the flower of the patriotic youth re-  
sponds to the nation's call while the  
"slackers" and "copperheads" pursue their  
unpatriotic way until such time as conscrip-  
tion or a sense of shame compels them to do  
their duty.

Manhood suffrage should mean manhood  
service—the two go hand in hand—and he  
who is unwilling to give the latter is un-  
worthy of the former.  
This country is facing a crisis in its do-  
mestic conditions and foreign relations  
which only a strong government and wise  
statesmanship can avert. The present Ad-

ministration, by a policy of vacillation and  
timidity, has engendered a feeling of con-  
tempt for itself by the nations abroad, and by  
its abject surrender to the threats of or-  
ganized labor has encouraged among the  
masses a disregard for law and the rights of  
the people as a whole which is leading to the  
destruction of that great principle guar-  
anteed to every citizen of the Republic, the  
right to life, liberty and the pursuit of hap-  
piness.

The country since the Civil War has been  
exploited by politicians, charlatans, dema-  
gogues and dishonest financiers, who have  
battered the masses, deluded the well  
meaning and swindled the credulous.

Statesmen and patriots like Washington  
and Lincoln are but memories of the past, and  
in their places are men steeped in selfishness  
and political dishonesty—interested only in  
maintaining themselves and their party in  
office and dividing the pork barrel, which they  
manage to keep fairly well filled. An era of  
commercialism and graft has spread among  
us which has dwarfed and dimmed our ideas  
of nationalism and patriotism and the great  
principles for which Lincoln stood. During  
this period the statesman has disappeared, the  
politician has come into his own, and under  
his leadership the country has been prostitu-  
ted to the mighty dollar and to the domina-  
tion of the labor unions, whose policy of rule  
or ruin is subversive of the very foundation  
of government and destructive of all theories  
of right and justice.

If we are to become a nation in its true  
sense and have a national spirit and a na-  
tional aim, these conditions must be changed,  
and changed they will be, either by social  
revolution, by military disaster or by both.  
No people can survive or become a nation  
who have not a national aim based on con-  
crete principles and patriotism and for the  
maintenance of which the citizen will be  
willing to subordinate himself to his duty  
and obligation to the government, and no  
government can survive that has not the  
power to control its citizens and call them  
to its service for its maintenance and de-  
fense.

Universal service is the stepping stone to  
the solution of the nation's problems and  
the surest foundation on which it can build  
and preserve its democracy, bringing to-  
gether under the same flag, as it will, the  
sons of the rich and poor, the aristocrat and  
the commoner, and teaching them that a  
small portion of their lives must be con-  
secrated to the service of their country, which  
will thus be enabled to protect them in their  
rights both at home and abroad, or in any  
manner that they may be threatened.

These are the principles, I believe, for  
which Mr. Bacon stood and which cannot fail  
to appeal to every true American who is not  
blinded by the false theories of the pacifist,  
and who would build up a race of men and  
patriots who may not be too proud to fight  
or who will fight only for humanity.

All honor to Robert Bacon, and God will-  
ing, may he live to reap his just reward!

CHARLES S. BRYAN.  
New York, Sept. 21, 1916.

### Fills the Bill.

To the Editor of The Tribune.  
Sir: Your pithy editorial of this date on  
the strike situation, to my mind, "just fills  
the bill." Especially do I like the attitude  
you take in commending the Mayor's action  
throughout the controversy.

What can a sympathetic strike gain for  
Messrs. Frayne, Fitzgerald, Fridiger, Bohm  
and other leaders? Certainly not the sym-  
pathy of the public, which believes at least  
some of the blame lies on the part of the  
delegates (even allowing a "recanting" may  
have been made of Hedley's "assuming," as  
Shonts calls it).

The public, again about to be inconven-  
ienced, will not bless those who cause it. As  
for Shonts and family, what headway can he  
gain against his plant, in so far as crippling  
it, if, as he says, he has his coal supply, and  
his power house men and motormen—in  
short, his talent all stick.